

GT4
X-BOW

READY 
TO RACE

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AS THE BASIS FOR THE KTM X-BOW GT4

KTM X-BOW

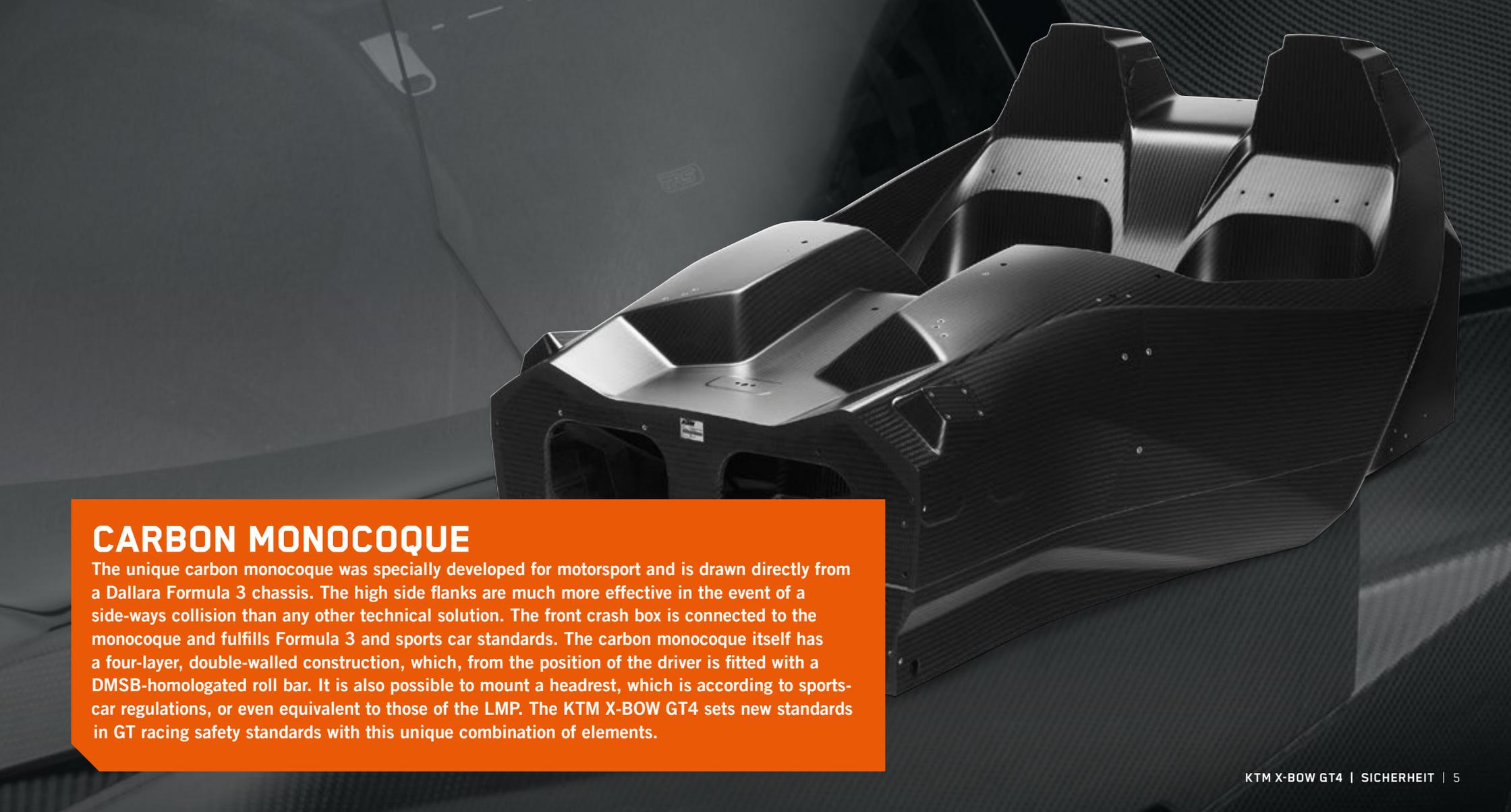
We wanted to transfer Colin Chapman's idea of a Spartan, lightweight sports car, reduced to the basics, into the new millennium – but with as many technological innovations as possible.”

This statement, from KTM CEO Stefan Pierer at the presentation of the series version of the KTM X-BOW in 2008, is equally relevant for the latest member of the X-BOW family, the KTM X-BOW GT4. A pure bred racing car, “READY TO RACE”, homologated for international motorsport - revolutionary, puristic and as radical as the street version, which, according to Pierer, was an “Interpretation of a super sports car for the 21st century, true to the KTM brand's DNA and the keywords purity, performance, extreme and adventure.

CARBON MONOCOQUE- TECHNOLOGY

IN GT MOTOR RACING

That the KTM X-BOW GT4 is the racing car for the 21st century demonstrates the unique nature of the technical solutions and innovations, which are naturally standard for this vehicle.

A close-up, high-angle photograph of a black carbon fiber monocoque chassis for a racing car. The structure is complex and aerodynamic, featuring two distinct driver seats with integrated roll-over protection. The surface has a fine, woven texture characteristic of carbon fiber. The lighting is dramatic, highlighting the sharp edges and curves of the chassis against a dark, blurred background.

CARBON MONOCOQUE

The unique carbon monocoque was specially developed for motorsport and is drawn directly from a Dallara Formula 3 chassis. The high side flanks are much more effective in the event of a side-ways collision than any other technical solution. The front crash box is connected to the monocoque and fulfills Formula 3 and sports car standards. The carbon monocoque itself has a four-layer, double-walled construction, which, from the position of the driver is fitted with a DMSB-homologated roll bar. It is also possible to mount a headrest, which is according to sports-car regulations, or even equivalent to those of the LMP. The KTM X-BOW GT4 sets new standards in GT racing safety standards with this unique combination of elements.

TECHNOLOGY MIX

The KTM X-BOW GT4 offers a unique combination of high-tech solutions and large-series technology. The carbon monocoque, on which the formula motorsport pushrod suspension is attached to the front axle, is usually only known in Formula motor racing. The car is driven by a 2.0 liter, four-cylinder Audi TFSI engine from the large series. However, this lightweight engine is sufficient to meet the challenge of all respective racing series. On the one hand, the high-tech solutions provide efficient cost savings, and on the other, the fact that the fuel consumption is lower than any comparable racing car in the class, is another plus point for the concept of the KTM X-BOW GT4.





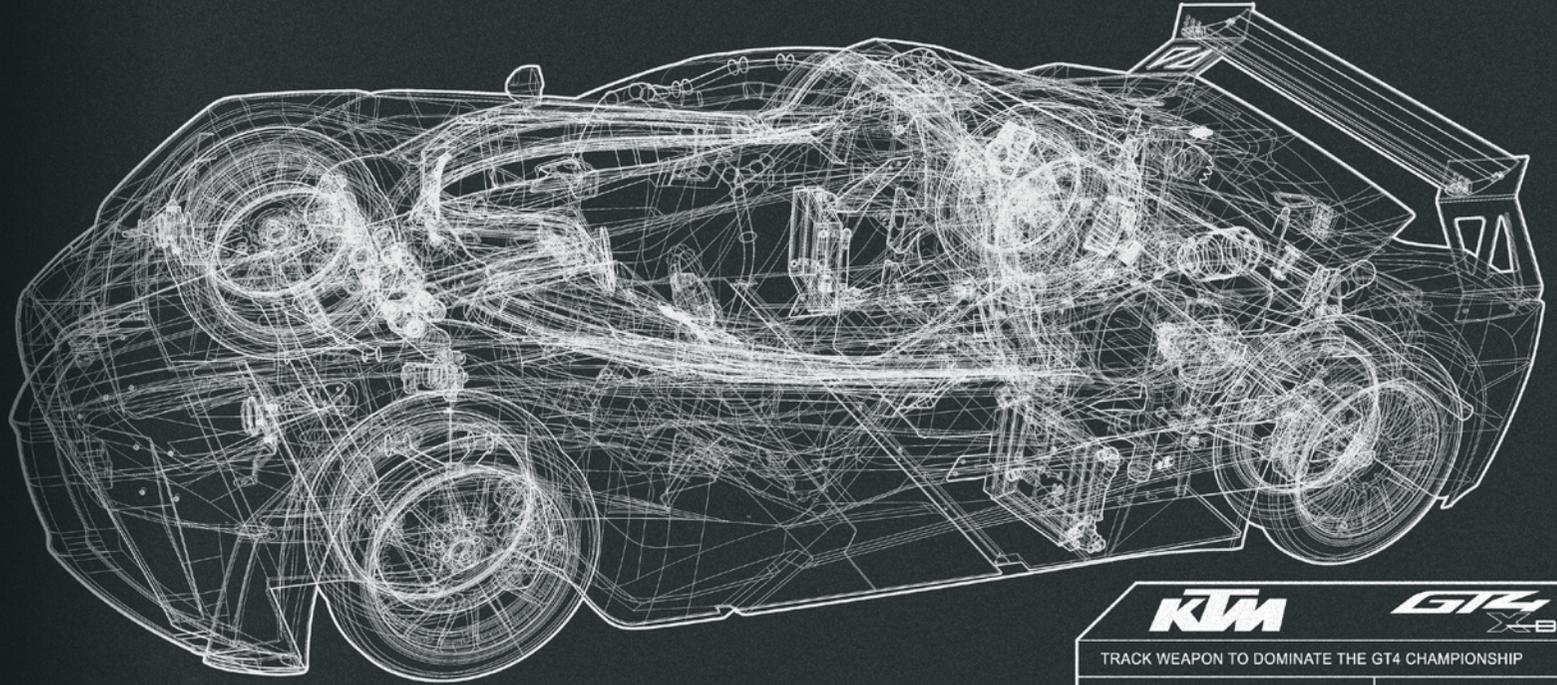
WEIGHT

The KTM X-BOW GT4, thanks to the excessive use of carbon and smart technological solutions, is lighter than any competitor car on the market. On the one hand, this allows for an efficient, driving dynamic, and a favorable placement of the “Balance of Performance” additional weight, while on the other, it dramatically reduces wear - and also running costs. Tires, brake linings, and discs need to be changed much less frequently, while tires start to degrade much later during races. The lower weight also ensures enormous corner speed, which translates into later braking. There is also less stress on moving parts and reduced load on the engine with the same output.



THE DEVELOPMENT OF THE KTM X-BOW GT4

Only highly specialist companies were engaged in the development of the KTM X-BOW GT4. In addition to the monocoque, which was penned by the Italian racing specialists Dallara, it was the German racing car constructor Reiter Engineering, and engineering service provider KTM Technologies, which played a major role in the development of the vehicle. KISKA was once again responsible for the car's unique design. This incomparable GT racing car was created in the closest cooperation – from the initial sketches to the first roll-out of the finished vehicle and today it sets the standard in efficiency, price-performance ratio, running costs, design, and above all racing performance. For CEO Hans Reiter, the KTM X-BOW GT4 is Reiter Engineering's most exciting, attractive, and indeed the seminal racing car in the 20-year history of the company. "Together with KISKA, KTM Technologies and the KTM Sport-car GmbH we have created a racing car that already meets the requirements of future international circuit motor racing. The car is unrivaled in its efficiency, it is economical and safe, can be deployed all over the world, and above all, is exactly designed for the future-oriented GT4 class. Added to this, it is much cheaper than any rival car on the market, and it has no additional hidden costs!"

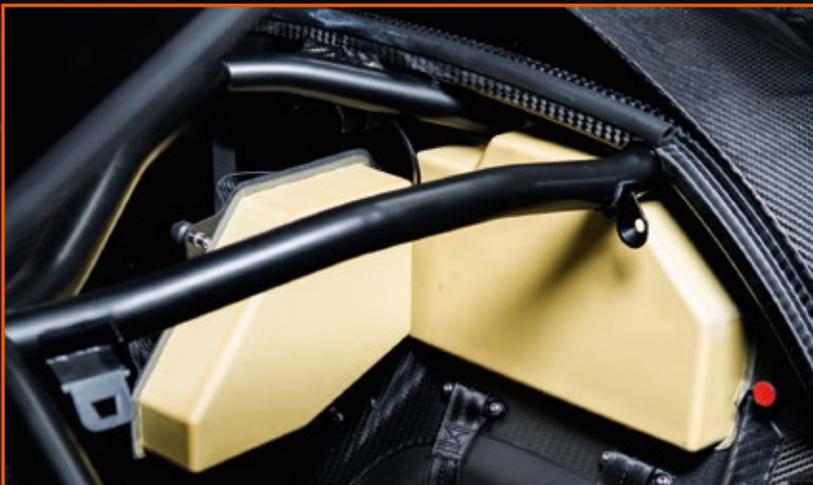


DEVELOPMENT PARTNER AND TESTS

The KTM X-BOW GT4 was, and is, a 'co-production' of the KTM Sportcar GmbH, Reiter Engineering, KISKA, KTM Technologies and many other suppliers, whose tireless dedication led to a market launch, and delivery of the first customer vehicle in 2015, just one year after the original idea in 2014.

KTM		GT4 X-BOW
TRACK WEAPON TO DOMINATE THE GT4 CHAMPIONSHIP		
PROJECT X16	BASE: KTM X-BOW	
SALZBURG / KICHANSCHÖRING	OCTOBER 2014 - MARCH 2015	
KISKA.	REITER ENGINEERING	KTM TECHNOLOGIES

TECHNICAL HIGHLIGHTS



HEADREST

The vehicle comes with a headrest that complies with LMP2 regulations and is designed according to DMSB specifications for the use of the KTM X-BOW GT4 on the Nürburgring Nordschleife.



SCHROTH 6-POINT SEAT BELT

The FIA-homologated 6-point belt is specially adapted and optimized for the usage in the KTM X-BOW. Thanks to the new lap belt adjustment- and fastener-system a quick and easy belt fastening resp. -tightening is possible. The shoulder strap is ready for HANS® System.



RACING ABS

Standard equipment for the KTM X-BOW GT4: The Bosch Racing ABS System – proven technology from a leading manufacturer

70-LITER SAFETY TANK (FT3) WITH QUICK REFUELING SYSTEM

The safety tank of the KTM X-BOW GT4 has a fuel tank homologated by the FIA and is designed according to the FT3 standard. It is also equipped with a quick refueling system. The basis is the 70-liter version of the safety tank, which was specially developed for sprint races.





FIRE EXTINGUISHER SYSTEM

The OMP fire extinguisher system is electronically activated and consists, amongst other things, of a 4,25 ltr. container, tubing, nozzles, a control box and an external push button. The system is homologated due to FIA 2000 standard.



WHEELBASE & REAR FRAME

The wheelbase of the KTM X-BOW GT4 has been extended by as much as 17 cm to suit the requirements of international customer racing. The significant change achieved by extending the rear frame means the vehicle is faster in the corners, and has improved rear axle driving stability. This, in turn, is now constructed of tubular steel instead of aluminum, which increases the torsional rigidity.



WHEEL SUSPENSION, DAMPERS & GEOMETRY

The pushrod version of the front axle also remained at the KTM X-BOW GT4 unchanged, whereas wheel carriers, triangle wishbones and dampers got completely redesigned. All pivot and suspension points are now stored by a uniball system. The WP spring/damper elements got adjusted to the increased vehicle weight, but of course also to the changed requirements for exclusive race track use. Due to the longer wheelbase and the flexibility of the new tubular steel rear frame especially the geometry of the rear axle has changed tremendously.



ROLL BAR

The KTM X-BOW GT4 comes with a DMSB-certified roll-over cage, supported at the same roll hoop positional points as those on the open top models – at the front up to the A-column, and at the rear as far as the rear suspension geometry.



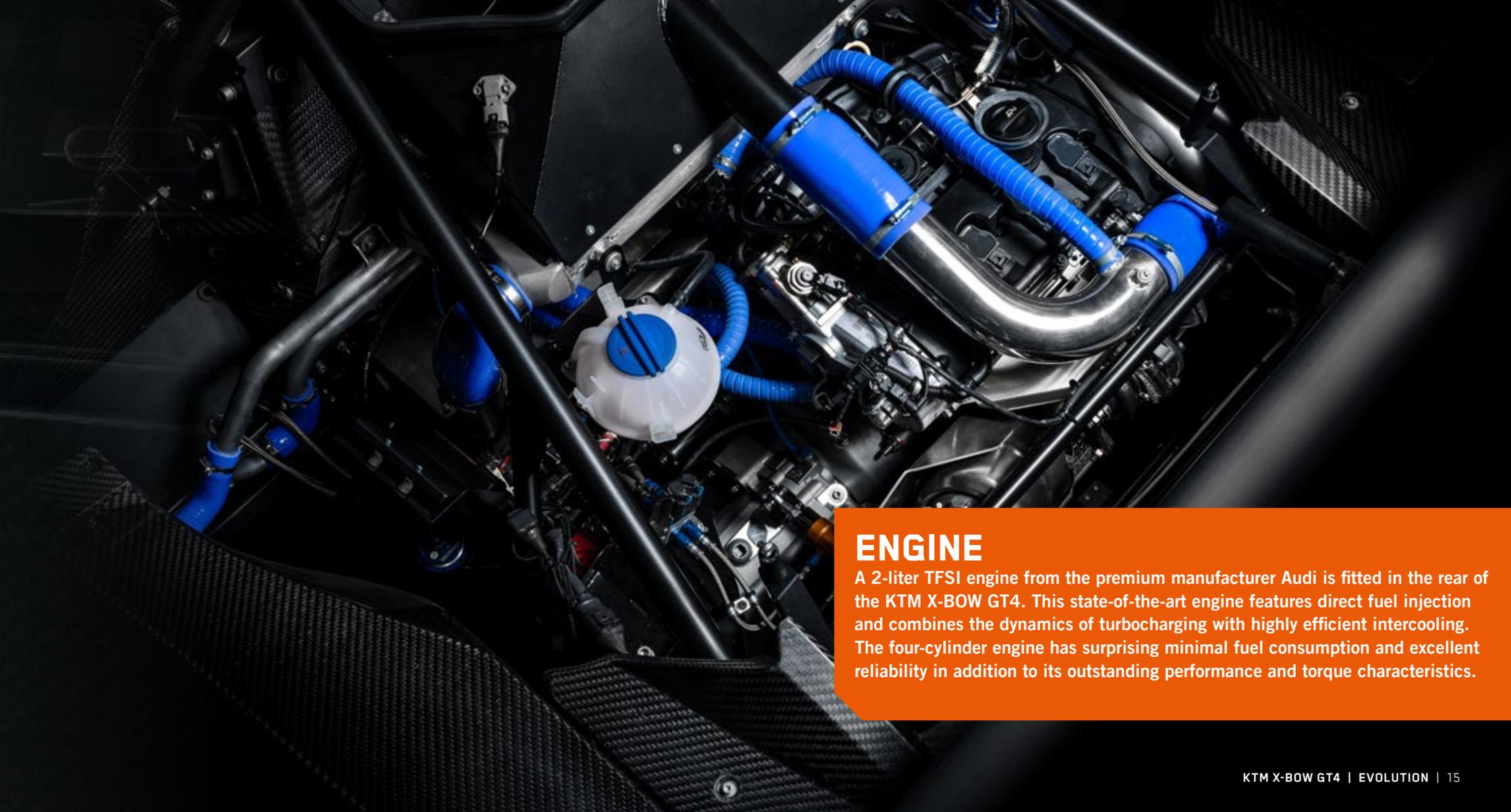
SEQUENTIAL TRANSMISSION

Pure GT3 technology for use in GT4 races: The sequential 6-gear Holinger transmission not only allows gear changes in the area of a millisecond range, but also offers an automatic change-up and double-declutching when changing down. Gear changes are carried out via the paddles attached to the steering wheel.



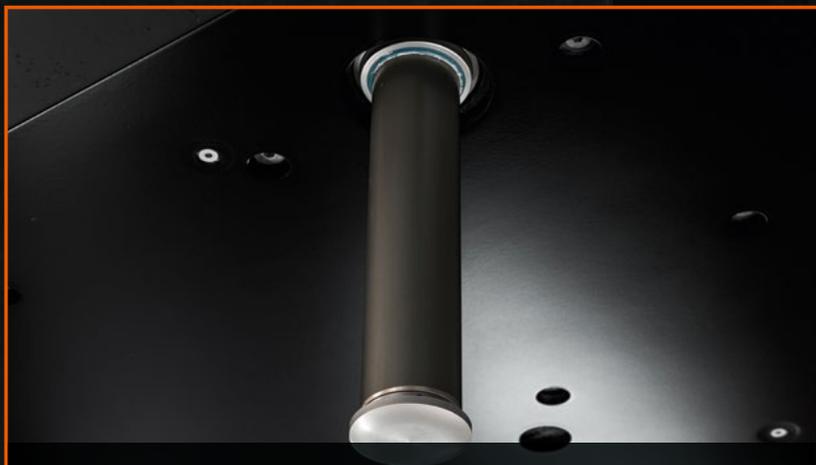
DRIVESHAFTS

The KTM X-BOW GT4 comes with two different versions of the drive shaft. The standard drive shafts are designed for sprint races, while the "HD" drive shafts have been specially developed for endurance racing, or for races from a standing start.



ENGINE

A 2-liter TFSI engine from the premium manufacturer Audi is fitted in the rear of the KTM X-BOW GT4. This state-of-the-art engine features direct fuel injection and combines the dynamics of turbocharging with highly efficient intercooling. The four-cylinder engine has surprising minimal fuel consumption and excellent reliability in addition to its outstanding performance and torque characteristics.



AIR-JACK SYSTEM

Whether you're changing wheels or replacing shock absorbers – all work requiring the vehicle to be raised can be performed simply and swiftly with the air-jack system. Jobs on the vehicle that would have taken much longer can be completed quickly. The system is operated with compressed air and designed specifically for use at racetracks.



MAGNESIUM RACING RIMS

The O.Z magnesium rims are not only extremely light, they are also very resistant, which is a definite advantage after making contact with other competitors during a race.

AP RACING BRAKES

The large AP racing brakes, specially developed for Reiter Engineering and KTM, offer an incomparable braking effect due to the relatively light weight of the KTM X-BOW GT4. Therefore brake discs and brake pads last longer than those on conventional GT4 racing cars. This also reduces the maintenance costs.





RACING UNDERBODY

One look underneath the KTM X-BOW GT4 reveals the three-piece, completely flat, racing underbody derived from formula racing vehicles.



DIFFUSOR

Air flows optimally into the rear diffuser, which ensures distribution of pressure on the underbody thanks to its asymmetric design. It generates a large part of the downforce.



HEAD LIGHTS

There are two different versions of headlights available for the KTM X-BOW GT4. On the one hand the standard system, on the other the very bright lights which ensure optimum visibility in the dark at long distance races.

POLYCARBONATE CANOPY SYSTEM

The revolutionary canopy system of the KTM X-BOW GT4 resembles the cockpit of a fighter jet. It is easy to handle, and at the same time allows for perfect all-around vision. The canopy represents a very high standard of safety thanks to the integrated push-out window, which can also be opened from the outside.

POWERPARTS



MOTEC C125 DASHBOARD

The Motec C125 is a real multi talent, bringing together a lot of different functions in one device for the KTM X-BOW GT4. No matter if as tire pressure monitoring device, suspension travel sensor, additional display for the rear-view camera or as data-logger, this display is a real allrounder.



POWER STEERING

The KTM X-BOW GT4 is a real winner's car, of course also without the powersteering. Although for some events – for example in long-distance races like at the legendary 24 hours race at the Nürburgring Nordschleife – it's easier for the drivers to rely on the powersteering support through the high quality technology from Woodward.

FOR ALL PERFORMANCE UPGRADES PLEASE CONTACT
REITER ENGINEERING www.reiter-engineering.com



LONG DISTANCE SAFETY TANK (120 LTR.)

For the track-day or the long-distance race: Normally, a bigger fuel tank always brings an advantage, in racing it may decide about winning or losing. The FT3 safety fuel tank is exclusively manufactured by highest standards from Continental for KTM and approved by the FIA.



GT4^{EVO}
X-BOW

KTM X-BOW GT4 EVO

The KTM X-BOW GT4 EVO is equipped with the most powerful engine available for the KTM X-BOW. Developed by REITER Engineering, it's able to produce up to 440 HP, giving the KTM X-BOW GT4 EVO the straight-line speed needed to compete with McLaren, Mercedes and other competitors. Paired with further improvements to suspension drive train and engine peripherals, it makes up a real allround package

GT4 EVO KIT INCLUDES:

- | | | | |
|----|--------------------------------|----|-------------------------------|
| 01 | 440 HP ENGINE | 06 | IMPROVED RADIATOR FAN COOLING |
| 02 | FIVE STUD WHEELS | 07 | FRONT BRAKE COOLING DUCTS |
| 03 | SACHS RCS 2/184 CLUTCH | 08 | LARGER INTERCOOLER SYSTEM |
| 04 | HOLINGER ENDURANCE DRIVESHAFTS | 09 | EVO FRONT DIFFUSER |
| 05 | ADJUSTMENT IN DAMPING GRAPHS | 10 | 100L FUEL CELL |



TECHNICAL DATA

PERFORMANCE	depending on BOP, up to 440 hp
MAX. TORQUE	depending on BOP, up to 500 Nm
MAX. SPEED	270 km/h
ACCELERATION 0-100 KM/H	3.7 Sek.
AERODYNAMIC DOWNFORCE 200 KM/H	> 200 kg
LATERAL ACCELERATION	> 2,0 g
LENGTH × WIDTH × HEIGHT	3,986 mm × 1,933 mm × 1,140 mm
WHEELBASE	2,599 mm
WHEELTRACK FRONT/REAR	1,687 mm/1,697 mm
WEIGHT EXCL. FUEL	from 975 kg (depending on BOP)
STATIC WEIGHT DISTRIBUTION (FRONT/REAR)	45 %/55 %
FUEL TANK CAPACITY	100 or 120 liter (FT3 safety fuel cell)

RACING

The KTM X-BOW GT4 can be used in a whole range of racing series all over the world. Many of these series use the so-called “Balance of Performance” (or “BOP”) rule of the SRO, which regulates the vehicle weight, manifold pressure, volume of air flow to the motor, height of the vehicle and many other parameters and concepts to achieve fair competition between different vehicle brands and concepts. The KTM X-BOW GT4 is prepared for this in a number of different ways: an additional weight set, available in the PowerParts program, can be mounted into the legroom on the passenger side of the vehicle easily. There is also a light and a heavier design of the subfloor for which there is another set of weights available. Naturally, it is also possible to apply ECU settings according to BOP regulations to the engine control unit at any time.



MORE INFORMATION AND REGISTRATION AT:
www.nuerburgring-langstrecken-serie.de



The NLS (Nürburgring Langstrecken-Serie), former VLN, is a broad-based racing series held on the Nürburgring Nordschleife since 1977. Both amateur and professional drivers compete together in different classes in vehicles ranging from series models and touring cars to pure prototype racing cars. The races are from between four and six hours and take place on the Nordschleife, which, when combined with the sprint section of the Grand Prix circuit, covers a lap distance of 24.433 kilometers. Since 2017, thanks to the “KTM X-BOW CUP powered by MICHELIN” there’s a separate class also for the KTM X-BOW GT4.

MORE INFORMATION AND REGISTRATION AT:
www.gt4series.com



The GT4 European Series is Europe's biggest GT4 racing series. The SRO Motorsports Group is the biggest GT Racing event organizer in the world. SRO has already established the GT3 class worldwide, and has developed into the most successful global motor sport franchise system. Using the BOP ("Balance of Performance") System, vehicles from around 15 manufacturers have been brought to a similar performance level to ensure balanced racing and equal chances of winning. Since it began competing in the year 2015, the KTM X-BOW GT4 can look back on a championship title victory, a vice championship title and numerous pole positions and race victories.



The „Creventic 24HSeries“ emerged from the very successful 24-hour race of Dubai. The endurance series, now taking place on different racing circuits worldwide, but mostly concentrated in Europe, stages races over 12 or 24 hours. There are many different competing classes, from TCR Touring Cars to GT3, and there can be up to 100 vehicles on the starting grid. The KTM X-BOW GT4 can start in various classes, according to the BOP (“Balance of Performance”) and last season it already picked up two class wins and class podium places, and even impressive top ten results amid GT3 cars.

MORE INFORMATION AND REGISTRATION AT:
www.gt4-america.com

PIRELLI

GT4
GT4 America



North America's biggest and most popular GT racing series not only cooperates with the SRO, but also organizes its own GT4 racing competition, which is the GT4 America. Races are conducted according to the SRO Motorsports Group rules (and the BOP) and drivers contest two races each race weekend. The first season in which the KTM X-BOW GT4 was eligible to race saw the Mantella Autosport, ANSA Motorsports and Marco Polo Motorsports take numerous podium places and even victories. At the end of the season, ANSA driver Brett Sandberg even drove his KTM X-BOW GT4 to victory to take the "Pirelli World Challenge" championship title.

MORE INFORMATION AND REGISTRATION AT:
www.chinagt.net



The “China GT” is “the new kid on the block” amongst the booming GT3 and GT4 racing series. This Chinese offshoot competition has enormous significance for the successful racing formula in this emerging market. Motorsport, other than Formula 1, is just beginning to get interesting, even if it is still only a dream for many young Chinese. The KTM X-BOW GT4 offers an affordable, yet highly competitive way to make this dream a reality. Together with partner “Extreme Motorsports”, Reiter Engineering and KTM also offer a competent contact person in China.

MORE INFORMATION AND REGISTRATION AT:
www.smp racing.ru



Российская серия
кольцевых
гонок



Within the “SMP Racing Program” that was founded to evolve motor racing in Russia, the “SMP GT4 Russia” has been initiated in 2020. It’s organized according to the rules of the SRO as well and not less than seven events, carried out on the Russian racetracks of Moscow, Sochi, Saint Petersburg, Nizhny Novogorod, Kazan, Smolensk and Grozny, are on the programme.

MORE INFORMATION AND REGISTRATION AT:
www.touringcarmasters.at

TCM 
TOURING CAR MASTERS



The “Touring Car Masters Austria” is the most popular Austrian racing series for GT- and Touring-cars at the moment. An interesting mixture of modern racing cars is battling for points and positions on the best racetracks in central Europe. Whilst there are separate classes for the various KTM X-BOW models, the brand-new KTM X-BOW GTX is even able to fight for the overall victory.

MORE INFORMATION AND REGISTRATION AT:
www.adac-motorsport.de

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ADAC Vorteilswel

ADAC
GT4
GERMANY



Only since 2019 there's a separate German series for the popular GT4 class of the SRO, but already in its premiere year, the "ADAC GT4 Germany" was a huge success. With sports cars from many different manufacturers, racing on the most popular German race tracks, the fans saw extremely close and spectacular racing – and in the end, the KTM X-BOW GT4 from "Felbermayr Racing", driven by Mads Siljehaug and Eike Angermayr, was able to secure the very first title win.



Regardless of whether it is the GTC Race in Germany, the ESET V4 CUP in Central Europe, the VdV in France or the Supercar Challenge in the Netherlands, the KTM X-BOW GT4 is now an attractive, cost-effective option for motorsport in national competition or cross border amateur championships. Thanks to its international GT4 homologation, the KTM racing car can start almost anywhere, and with upgrades from the comprehensive PowerParts program, the KTM X-BOW GT4 is certainly able to take on its stronger opponents.

PRODUCED PERFECTLY BY HAND

The KTM X-BOW has been manufactured in a special-purpose plant in Graz since June 2008. One of the world's most modern vehicle limited-production facilities was built in a matter of months here in accordance with the latest standards. At the same time, KTM developed ingenious warehousing, special transport logistics (including specially designed transport containers for the valuable carbon-fibre parts) and special assembly technologies. Around 100 examples of the KTM X-BOW are produced with the greatest precision every year by a small team of specialists. However, despite the revolutionary nature of what is probably the most extraordinary super sports car of our times, it is still assembled by hand: Every X-BOW is built with the greatest of care and specific know-how, in compliance with the strictest quality criteria. The whole factory is of course certified according to ISO standards. Moreover, each operation is recorded and logged electronically – even the torque values of every single tightened bolt are automatically archived. So it's not surprising that the vehicles, which have been sold all around the world, continue to impress the exclusive circle of X-BOW owners with lasting effect.





TECHNICAL DATA

PERFORMANCE	depending on BOP, up to 360 hp
MAX. TORQUE	depending on BOP, up to 500 Nm
MAX. SPEED	265 km/h
ACCELERATION 0-100 KM/H	3.9 s
AERODYNAMIC DOWNFORCE 200 KM/H	> 400 kg
LATERAL ACCELERATION	> 2,0 g
LENGTH × WIDTH × HEIGHT	4,112 mm × 1,933 mm × 1,140 mm
WHEELBASE	2,599 mm
WHEELTRACK FRONT/REAR	1,670/1,670 mm
WEIGHT EXCL. FUEL	from 975 kg (depending on BOP)
STATIC WEIGHT DISTRIBUTION (FRONT/REAR)	45/55 %
FUEL TANK CAPACITY	70 or 120 liter (FT3 safety fuel cell)

KTM X-BOW GT4 EVO

PERFORMANCE	depending on BOP, up to 440 hp
MAX. TORQUE	depending on BOP, up to 500 Nm
MAX. SPEED	270 km/h
ACCELERATION 0-100 KM/H	3.7 Sek.
AERODYNAMIC DOWNFORCE 200 KM/H	> 200 kg
LATERAL ACCELERATION	> 2,0 g
LENGTH × WIDTH × HEIGHT	3,986 mm × 1,933 mm × 1,140 mm
WHEELBASE	2,599 mm
WHEELTRACK FRONT/REAR	1,687 mm/1,697 mm
WEIGHT EXCL. FUEL	from 975 kg (depending on BOP)
STATIC WEIGHT DISTRIBUTION (FRONT/REAR)	45 % / 55 %
FUEL TANK CAPACITY	100 or 120 liter (FT3 safety fuel cell)

KTM.COM



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